PART IV

Section 2-C—(ii)

STATUTORY ORDERS ISSUED BY THE STATE GOVERNMENT UNDER THE CENTRAL ACTS AND STATE ACTS.

FINANCIAL SECRETARIAT.

NOTIFICATION.

Bangalore, dated 21st September 1967.

S. O. 1966.—In exercise of the powers conferred by section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Sullia Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest;

(ii) appoints the Forest Settlement Officer, Mangalore to be the Forest Settlement Officer for purpose of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore Division, Mangalore, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections, 11, 12 and 13 of the Said Act.

SCHEDULE.

Name of the D'strict ... South Kanara.

Name of the Taluk ... Sullia.

Name of the Village. ... Alatty.

Name of the Block ... Alatty Block II.

Survey Field numbers ... 336/1A and 63/2.

Extent ... 516.25 Acres.

The boundaries of the block referred to above are:—

BIT-I

North:—Starting from the station No. 160 (and Cairn No. 11) the demarcation line of the proposed block runs in North-East direction to station No. 163, a distance of 1195 links, passing through the intermediate stations 161 and 162. Thence it runs in South-East direction to station No. 165, a distance of 636 links, passing through the intermediate station 164. Thence it runs in almost North-East direction, a distance of 1024 links to reach the station No. 169, which is situated almost South-West from the Eastern corner of survey stone of survey No. 66, passing through the intermediate stations 166 to 168. Thence it continues in the same North-East direction to station No. 170, a distance of 667 links. From there it runs in Northern direction to station No. 171, a distance of 2 6 links. Again the line runs in North-East direction a distance of 833 links to reach the station No. 174. passing through the intermediate stations 172 and 173. Therefrom the line runs in North West direction a distance of 919 links, to reach the station No. 177, passing through the intermediate stations 175 and 176 Thence it runs in almost Northern direction, a distance of 208 links to reach the station No. 179, passing through the intermediate station 178. Therefrom the line runs in almost Eastern direction, a distance of 1784 links to reach the station No. 185, passing through the intermediate stations 180 to

184. Thence it runs in a most Southern direction a distance of 910 links to reach the station No. 187, passing through the intermediate station 186. Thence it runs in North West direction to station No. 188 a distance of 510 links. Thence the line runs in South-West direction a distance of 1797 links to reach the station No. 2, passing through the intermediate stations 189 to 1. Again it runs in South-East direction, a distance of 846 links to reach the station No. 4 passing through the intermediate station 3. Again it runs in a most southern direction, a distance of 900 links to reach the station No. 7, passing through the intermediate stations 5 and 6 Again it runs in South-East direction a distance of 138 links to reach the station No. 11, passing through the intermediate stations 8 to 10. Thence it runs in almost southern direction a distance of 550 links to reach the station No. 13, passing through the intermediate station 12. From there the line runs in almost North-East direction a distance of 1020 links to reach the station No. 17, passing through the intermediate stations 14 to 16. Thence it runs in almost Eastern direction, a distance of 1020 links to reach the station No 20, passing through the intermediate station 18 and 19. Again it runs in North-East direction to station No. 21, a distance of 560 links. From there it runs in South-East direction a distance of 700 links to reach the station No. 23, passing through the intermediate station 22. Thence it runs in North East direction, a distance of 425 links, to reach the station No. 25 passing through the intermediate station 24. Thence it runs in almost Eastern direction a distance of 842 links to reach the station No. 27, passing through the intermediate stations 26 to 28. Thence the line runs in almost southern direction a distance of 260 links to reach the station No. 31, passing through the intermediate stations 30. Thence it runs in South East direction to station No. 32. a distance of 500 links. From there it runs in almost North-East direction a distance of 1767 links to reach the station No. 36, passing through the intermediate stations 33 to 35. Thence it runs in almost South-East direction, a distance of 1571 links to reach the station No. 42 passing through the intermediate

stations 37 to 41. Thence it runs in almost Eastern direction, a distance of 845 links to reach the station No. 44, passing through the intermediate station 43. Bearings and distances from station to station are as follows:—

Station From	Numbers To	Bearings in F. B.	Distance in links
1	2	3	4
160	161	69	595
161	162	70½	235
162	163	83	265
163	164	108	178
164	165	115	458
165	166	32	367
166	167	58	130
167	168	44	315
168	169	49	203
169	170	41	367
170	171	7	206
171	172	23	213
172	173	26½	330
173	174	33	290
174	175	325	277
175	176	325½	206
176	177	320	436
177	178	343½	106
178	179	353	102
179	180	84	375
180	181	70½	250
181	182	75	160
182	183	101	425
183	184	85	129
184	185	89	445
185	186	172½	475
186	187	196	425
187	188	285½	590
188	189	205½	125
189	190	206½	297
190	191	205	315
191	1	201½	805
1	2	198½	255
2	3	150	145
3	4	159	101
4	5	185½	460

1	2	3	4
5	6	164	180
6	7	179	340
7	8	118	205
8	9	141	440
9	10	135½	148
10	11	155	145
11	12	165	240
12	13	166	310
13	14	66½	375
14	15	61½	110
15	16	42½	280
16	17	60	255
17	18	81½	410
18	19	83½	375
19	20	74	235
20	21	66½	560
21	22	125	285
22	23	117½	445
23	24	28½	255
24	25	40	170
25	26	106½	300
26	27	90½	265
27	28	97	177
28	29	116	100
29	30	162	140
30	31	170½	120
31	32	123	540
32	33	49½	322
33	34	46	175
34	35	41	460
35	36	54	820
36	37	105	156
37	38	129	145
38	39	107½	430
39	40	120	180
40	41	129½	100
41	42	146½	560
42	43	116½	335
43	44	96	510

East:—Thence the demarcation line runs in almost Southern direction a distance of 1037 links to reach the station No. 48, passing through the intermediate stations

45 to 47. Thence it runs in South-West direction a distance of 1010 links to reach the station No. 51, passing through the intermediate stations 49 and 50 Thence the line runs in North-West direction a distance of 1103 links to reach the station No. 54, passing through the intermediate stations 52 and 53. Again it runs in Northern direction a distance of 626 links to reach the station No. 56, passing through the intermediate station 55. From three it runs in Nort-West direction to station No 57, a distance of 700 links. Therefrom it runs in almost Southern direction, a distance of 1487 links to reach the station No. 61, passing through the intermediate stations 58 to 60. Ther from the line runs in almost Western direction, a distance of 2367 links to reach the station No. 66, passing through the intermediate stations 62 to 65. From there it runs in South-West direction a distance of 900 links to reach the station No. 68, passing through the intermediate station 67. From there it runs in western direction to station No. 69, a distance of 540 links. Thence it runs in North-West direction a distance of 1830 links to reach the station No. 76 passing throrgh the intermediate stations 70 to 75. Again it runs in Western direction to station No. 77, a distance of 810 links. Again it runs in Southern direction to station No. 78, a distance of 407 links. Thence it runs in almost western direction a distance of 1140 links to reach the station No. 81, passing through the intermediate stations 79 and 80. Thence it runs in almost southern direction a distance of 994 links to reach the station No. 83, passing through the intermediate station 82. Thence it runs in almost South-East direction, a distance of 806 links to reach the station No. 85 passing through the intermediate station 84. Thence it runs in almost Eastern direction to station No. 86, a distance of 405 links. From there it runs in South-East direction, a distance of 709 links to reach the station No. 89, passing through the intermediate stations 87 and 88. From there it runs in almost North-East direction, a distance of 1307 links to reach the station No. 93, passing through the intermediate stations 90 to 92. Thence it runs in almost Eastern direction a distance of 2140 links to reach the station No. 99,

passing through the intermediate stations 94 to 98. Bearing and distances from station to stations are as follows :—

Station Numbers From	To	Bearings in F. I.	Distance in links
1	2	3	4
94	45	271	430
45	46	193½	112
46	47	193	1 0
47	48	193	375
48	49	23	335
49	50	230½	315
50	51	231	410
51	52	32 ½	540
52	53	331	218
53	54	3 9	350
54	55	3 0	326
55	56	2½	300
56	57	2 4½	300
57	58	194	600
58	59	175	440
59	60	176	335
60	61	19½	292
61	62	2 3½	545
62	63	279½	532
63	64	283½	690
64	65	284	290
65	66	300	310
66	67	201½	610
67	68	221½	290
68	69	276	540
69	70	295	270
70	71	299½	295
71	73	304	450
72	73	302	200
73	74	300	175
74	75	301½	160
75	76	3 6	280
76	77	261	310
77	78	184	407
78	79	27 ½	235
79	80	265	3 0
80	81	260½	755
81	82	1 8	550

1	2	3	4
82	83	172	444
83	84	111½	386
84	85	103	420
85	86	78	405
86	87	128	390
87	88	129	103
88	89	113½	216
89	90	46	330
90	91	79½	490
91	92	70	187
92	93	78	300
93	94	98	440
94	95	102	260
95	96	96½	175
96	97	91½	370
97	98	91½	300
98	99	98	595

South :—Thence the demarcation line runs in South-West direction near 'Adinja Byle', a distance of 1053 links to reach the station No. 101, passing through the intermediate station 100. Thence it runs in Western direction to station No. 102, a distance of 595 links. Thence it runs in North-West direction to station No. 103, a distance of 730 links. Again the line runs in almost South-West direction a distance of 2012 links to reach the station No. 104, passing through the intermediate stations 104 to 109. Again it runs in North-West direction, a distance of 969 links to reach the station No. 111, passing through the intermediate station 110. From there it runs in almost South-West direction, a distance of 1645 links to reach the station No 118, passing through the intermediate stations 112 to 117. Thence it runs in North-West direction to station No. 119, a distance of 600 links. Thence it runs in Western direction to station No. 120 a distance of 350 links. Thence it runs in Southern direction, a distance of 530 links to reach the station No. 122, passing through the intermediate station 121. Again it runs in South-West direction to station No. 123, a

distance of 705 links. Bearings and distances from station to station are as follows :—

Station From	Numbers To	Bearings in F.B.	Distances in links
99	100	244	710
100	101	233½	343
101	102	264½	595
102	103	293½	730
103	104	262	150
104	105	255	460
105	106	247½	160
106	107	242½	645
107	108	214½	172
108	109	215	425
109	110	311	564
110	111	295	405
111	112	25[illegible]½	355
112	113	261	175
113	114	267	165
114	115	248½	365
115	116	239	180
116	117	244	1[illegible]0
117	118	251½	255
118	119	324	600
119	120	259	350
120	121	188	100
121	122	188	430
122	123	242	70

West.—Thence the line runs in almost North-West direction, a distance of 2630 links to reach the station No. 129 passing through the intermediate stations 124 to 128. Thence it runs in almost North-East direction to station No. 131, a distance of 465 links passing through the intermediate station No. 130. Again it runs in South-East direction to station No. 132, a distance of 440 links. From there it runs in North East direction, a distance of 652 links to reach the station No. 134 passing through the intermediate station 133. Again it runs in Southern direction to station No. 135, a distance of 300 links. Thence it runs in Eastern direction to station No. 136, a distance

of 220 links. Thence it runs in South-East direction to station No. 137, a distance of 150 links. From there it runs in North-East direction, a distance of 1045 links to reach the station No. 140, passing through the intermediate stations 138 and 189. From there it runs in North-West direction, a distance of 700 links to reach the station No. 141, passing through the intermediate station 141. Thence it runs in Western direction, a distance of 1345 links to reach the station No. 145, passing through the intermediate stations 143 and 144. From there the line runs in almost North-West direction, a distance of 1590 links, to reach the station No. 151, passing through the intermediate stations 146 to 150 Thence it runs in South-East direction, a distance of 750 links to reach the station No. 154, passing through the intermediate stations 152 and 153. Again it runs in almost North-East direction, a distance of 785 links to reach the station No 156, passing through the intermediate station 155. Again it runs in North-West direction, a distance of 413 links to reach the station No. 158, passing tarough the intermediate station 157. Again it runs in Northern direction to station No 159, a distance of 298 links. Thence it runs in North West direction to station No. 160, a distance of 650 links, which is the starting point. Bearings and distances from station to station are as follows:—

Station Numbers From	To	Bearings in F.B.	Distances in links
1	2	3	4
123	124	316½	445
124	125	52	619
125	126	316½	284
126	127	321	186
127	128	311½	920
128	129	359½	176
129	130	1½	201
130	131	49½	265
131	132	104	440
132	133	82	405
133	134	79	247

1	2	3	4
134	135	160	300
135	136	93	220
136	137	124½	155
137	138	70½	318
138	139	56	460
139	140	38½	250
140	1 1	314	400
141	142	301½	300
142	143	269	580
143	144	260	475
144	145	255½	270
145	146	287	144
146	147	297	274
147	148	338	405
148	149	341½	298
149	150	340	295
150	151	33 ½	171
151	152	123½	313
152	153	12	164
153	154	11 ½	261
54	155	14½	495
155	156	35	290
156	157	318	231
157	158	336	190
158	159	C	296
159	160	327	650
			Starting point

Bit II.

North.—Starting from the station No. 46 (Cairn No. 34), the demarcation line of the bit II of the proposed block runs first in almost Eastern direction to station No. 47, a distance of 455 links. Thence it runs in almost Southern direction, a distance of 630 links to reach the station No. 49. passing through the interm diate station 48. From there it runs in South West direction to station No. 50, a distance of 365 links. Thence it runs in almost South-East direction a distance of 658 links to reach the station No. 53 passing through the intermediate stations 51 and 52. From there it runs in almost Eastern direction a

distance of 635 links to reach the station No. 56, passing through the intermediate stations 54 and 55. Thence it runs in North-East direction to station No. 57, a distance of 270 links. From there it runs in South-East direction, a distance of 609 links to reach the station No. 59, passing through the intermediate station 58. From there it runs in Southern direction a distance of 474 links to reach the station No. 61, passing through the intermediate station 60. From there it runs in South-East direction to station No. 62, a distance of 195 links. From there it runs in almost Eastern direction to station No. 63, a distance of 278 links. Again it runs in almost North-East direction, a distance of 400 links, to reach the station No. 65 passing through the intermediate station 64. Thence it runs in Northern direction to station No. 66, a distance of 385 links. Thence it runs in North-East direction a distance of 565 links to reach the station No. 69 passing through the intermediate stations 67 and 68. Thence it runs in South-East direction, a distance of 665 links to reach the station No. 71, passing through the intermediate station 70. From there it runs in almost North-East direction a distance of 1156 links to reach the station No. 75, passing through the intermediate stations 72 to 74. Thence it runs in almost South-East direction to station No. 76, a distance of 310 links. Thence it runs in North-East direction, a distance of 405 links to reach the station No. 78, passing through the intermediate station 77. Thence it runs in almost Southern direction a distance of 987 links to reach the station No. 82, passing through the intermediate stations 79 to 81. From there it runs in South-East direction to station No. 83, a distance of 270 links. From there it runs in Eastern direction to station No. 84, a distance of 400 links. Thence it runs in North-East direction to station No. 85, a distance of 370 links. From there it runs in South-East direction to station No. 86, a distance of 220 links. Again it runs in Southern direction, a distance of 425 links to reach the station No. 88, passing through the intermediate station 87. Therefrom the line runs in almost South-East direction a distance of 1837 links to reach the station No. 91, passing through the intermediate stations 89 and 90. Again the line runs in eastern

direction to station No. 92, a distance of 385 links. Again it runs in South-East direction to station No. 93, a distance of 425 links. Again it runs in Eastern direction to station No. 94, a distance of 490 links. Thence it runs in North-East direction a distance of 822 links to reach the station No. 96 passing through the intermediate station 95. Therefrom the line runs in almost South-East direction a distance of 2230 links to reach the station No. 103, passing through the intermediate stations 97 to 102. From there it runs in almost easterly direction a distance of 2522 links to reach the station No 111, passing through the intermediate stations 104 to 110. Again the line runs to station No. 112, a distance of 518 links.

Bearings and Distances from station to station are as follows:—

Station Numbers From	To	Bearings in F.E.	Distances in links
1	2	3	4
46	47	101½	455
47	48	169⅓	330
48	49	185	300
49	50	207	365
50	51	161½	214
51	52	155½	90
52	53	167½	384
53	54	111	105
54	55	103½	275
55	56	77	255
56	57	47	270
57	58	142	365
58	59	147½	244
59	60	185	234
60	61	187	240
61	62	116½	195
62	63	98	278
63	64	44½	260
64	65	27	140
65	66	1	385
66	67	44½	165

1	2	3	4
67	6	62	195
68	69	49½	205
69	70	148⅛	3 0
70	71	123	355
71	72	85	440
7	73	60½	421
73	74	4	140
74	75	57	150
75	76	10 ⅛	3 0
76	77	63	200
77	78	65	205
78	79	1 2	290
79	80	176	272
80	81	186½	257
81	8	184	168
82	3	163	270
83	84	85	400
84	5	64⅛	370
85	86	161	220
86	87	18-⅛	300
87	8	187	125
88	89	154	422
89	9	1 0	510
90	91	124	405
91	92	85⅛	385
9	93	119	425
93	4	101⅛	490
94	95	64	412
95	9	67	4 0
96	97	118	425
97	98	112	419
98	99	180	527
99	100	114	260
100	101	12	360
101	102	119⅛	126
102	1 3	11⅛	130
103	104	10	200
104	105	9⅝	1 5
105	106	99⅛	410
106	107	89⅛	480
107	108	8 ⅛	100
108	109	94⅛	445
109	110	9⅛	280
110	111	82	443
11	112	61	518

East.—Thence the demarcation line runs first in South-East direction a distance of 590 links to reach the Station No. 115, passing through the intermediate stations 113 and 114. From there the line runs in almost southern direction a distance of 112 links to reach the Station No. 117, passing through the intermediate station 116.

Bearings and distances from station to station are as follows :—

Station Numbers		Bearings in F. B.	Distances in links.
From	To		
112	113	137½	375
113	114	140½	125
114	115	136	90
115	116	174	280
116	117	173	133

South.—Thence the line runs in South-West direction a distance of 873 links to reach the Station No. 120, passing through the intermediate stations 118 and 119. From there it runs in almost North-West direction a distance of 1,915 links to reach the Station No. 125, passing through the intermediate Stations 121 to 124. From there it runs in almost western direction to Station No 126, a distance of 560 links. Again it runs in North-West direction to Station No. 127, a distance of 420 links. From there it runs in almost South-West direction a distance of 766 links to reach the Station No. 129, passing through the intermediate Station 128. Again it runs in western direction to Station No. 130, a distance of 354 links. From there it runs in almost North-West direction a distance of 1400 links to reach the Station No. 133, passing through the intermediate Stations 131 and 132. From there it runs in almost South-East direction a distance of 1,079 links to reach the Station No. 137, passing through the intermediate Stations 134 to 136. Again it runs in almost western direction a distance of 1,350 links to reach the Station No. 140, passing through the intermediate Stations 138 and 139. From there it runs

in South-West direction a distance of 518 links to reach the Station No. 142, passing through the intermediate Station 141. Thence it runs in almost western direction a distance of 970 links to reach the Station No. 146, passing through the intermediate Stations 143 to 145. From there it runs in North-West direction to Station No. 147, a distance 325 links. Again it runs in almost northern direction, a distance of 895 links, passing through in the intermediate Station 148 to reach the Station No. 1 (Cairn No. 1) which is situated 450 links eastern side from the Station No. 44 (Cairn No. 29) of Bit I. Thence it runs in North-East direction to Station No. 2, a distance of 224 links. From there it continues in almost North-East direction a distance of 610 links to reach the Station No. 4, passing through the intermediate Station 3. Thence it runs in almost northern direction to Station No. 5, a distance of 190 links. From there it runs in almost western direction a distance of 691 links to reach the Station No. 7, passing through the intermediate Station 6. From there it runs in almost North-West direction, a distance of 2,155 links to reach the Station No. 10, passing through the intermediate Stations 8 and 9. Again it runs in almost northern direction a distance of 690 links to reach the Station No. 13, passing through the intermediate Stations 11 and 12. Again it runs in western direction to Station No. 14, a distance of 325 links. Thence it runs in South-West direction to Station No. 16, a distance of 491 links, passing through the intermediate Station 15. From there the line runs in almost western direction, a distance of 935 links to reach the Station No. 19, passing through the intermediate Stations 17 and 18. From there it runs in almost North-West direction, a distance of 683 links to reach the Station No. 22, passing through the intermediate Stations 20 and 21. Thence it runs in almost western direction a distance of 575 links to reach the Station No. 25, passing through the intermediate Stations 23 and 24. Again the line runs in almost South-West direction a distance of 770 links, to reach the Station No. 28, passing through the intermediate Stations 26 and 27. From there the line continues in almost western direction, a distance of

1,506 links to reach the Station No. 32, passing through the intermediate Stations 29 to 31.

Bearings and distances from Station to Station are as follows:—

Station Numbers		Bearings in F. B.	Distance in links
From	To		
1	2	3	4
117	118	241	175
118	119	248½	142
119	120	243	556
120	121	298	370
121	122	298	336
123	124	286½	510
124	125	287	345
125	126	259½	500
126	127	320½	420
127	128	256½	500
128	129	235½	266
129	130	265½	384
130	131	326	300
131	132	321½	576
132	133	286½	525
133	134	162	368
134	135	149	348
135	136	161	150
136	137	174	213
137	138	271	375
138	139	264	530
139	140	270	475
140	141	243	378
141	142	241	140
142	143	270	210
143	144	265	350
144	145	277	200
145	146	273	210
146	147	340	325
147	148	5	362
148	1	357	533
1	2	20½	224
2	3	72	180

1	2	3	4
3	4	76½	430
4	5	15	190
5	6	277½	395
6	7	287	396
7	8	309	710
8	9	309	575
9	10	288½	370.
10	11	342	150
11	12	347½	145
12	13	355½	395
13	14	272	325
14	15	317½	385
15	16	225	106
16	17	379	250
17	18	276	265
18	19	256	420
19	20	294	395
20	21	323½	163
21	22	325	125
22	23	270½	130
23	24	273½	190
24	25	280	255
25	26	190	380
26	27	196½	190
27	28	330	200
28	29	286½	350
29	30	274	162
30	31	270	650
31	32	287	344

West: Thence the demarcation line runs in North-East direction, a distance of 495 links to reach the station 34, passing through the intermediate station 33. Thence the line runs in North-West direction, a distance of 1263 links to reach the station No. 40, passing through intermediate stations 35 to 39. Thence the line runs in almost Northern direction a distance of 2112 links to reach the station

No. 43 which is the starting point of bit II passing through the intermediate stations 41 to 45.

Bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in F. B.	Distances in links.
32	33	55½	215
33	34	55	280
34	35	342	210
35	36	335	240
36	37	321½	330
37	38	316½	235
38	39	330½	100
39	40	337	148
40	41	19½	300
41	42	2	220
42	43	26	387
43	44	2½	310
44	45	10	450
45	46	4½	345

Which is the starting point.

Statement of existing Water privileges inside the proposed Aletty Block-II in S. No. 336/1A and 63/2 of Aletty Village Puttur Taluk.

Bit I.

Item No.	Nature of water privilege	C.Nos. between which the water runs	S. No. of the land being irrigated.	Name of pattadar
1.	Water Course	8—9	S. No. 8	Sri Nochil Keshva Bhat.
2.	Water Course	15—16	S. No. 8	Sri Nochil Keshva Bhat.
3.	Water Course	37-38	S. No. 47/B	Sri Nachanna Banta
4.	Tank with Channel	44-45	S. No. 336/1A (Encroachment)	Sri Narayana Naika S/o Madhava Naika.
5.	Tank with Channel	51-52	S. No. 620/4	Krishnappa Naika.
6.	Tank with Channel	113-119	S. Nos. 75/1A,77/6	Sanjiva *alias* Laxmiamma.
7.	Tank with Channel	121-122	S. Nos. 66,75/2 and 76/4	Sanjiva *alias* Laxmiamma.

Bit II

1.	Natural Water Channel	16–17 and 46–47	S. No. 16/3	Ishwara Bhat and Shivarama Bhat.
2.	Water Course	26–27	S. No. 409/4	Sri Nedchil Keshava Bhat.
3.	Small tank with Channel	53–54	S. No. 23	Ishwara Bhat and Shivarama Bhat.
4.	Small tank with Channel	105–105	S. No. 442/2	Krishna Naika Mulgenidar :— Annakoosa Gowda.

Right of ways.

(a) *Fair Weather Road* :—From Sullia the fair-weather road enters the bit I of the block between cairn Nos. 123 and 124 and comes out between cairn Nos. 140 and 1 of the same bit and goes to 'Nedchil'.

(b) *Foot Path* :—(i) From 'Nedchil' the foot path enters the bit I of the block between cairn Nos. 9 and 10 and gets bifurcated in the middle of the block and after bifurcation one leaves the same bit between cairn Nos. 55 and 56 and goes to 'Nellikody' and another leaves the same bit between cairn Nos. 103 and 103 and goes to 'Guthinadka'.

(ii) From 'Aramboor' the foot-path enters the bit I of the block between cairn Nos. 19 and 20, and gets bifurcated in the middle. After bifurcation, one leaves the same bit between cairn Nos. 41 and 42 and goes to 'Goodinje' and another leaves the same bit between cairn Nos. 45 and 46 and goes to 'Donimcole'.

(iii) From 'Donimoole' another foot path enters the bit I of the block between cairn Nos. 66 and 67 and leaves the block between cairns 76 and 77 of the same bit and goes to 'Adinje'.

(iv) From 'Kootelu' the foot path enters the bit II of the block between cairn Nos. 33 and 34 and comes out between cairn Nos. 35 and 36 and goes to Aramboor.

(v) From 'Ara-aboor' another foot path enters the bit II between cairn Nos. 46 and 47 and leaves the bit between cairn Nos. 17 and 18 and goes to 'Nedchil'.

(vi) From 'Anjikaru' one more foot path enters the bit II between cairn Nos. 81 and 83 and leaves the bit between cairn Nos. 98 and 99 and goes to 'Hottanakana'.

(vii) From 'Anjikaru' two more foot paths enter the bit II between cairn Nos. 86 and 67 and they get joined together in the middle and finally this foot path emerges between cairn Nos. 91 and 92 and goes to 'Doddadka'.

Other Privileges.

1. Free grazing of cattle by villagers.
2. Free removal of green manure leaves for *bona fide* use by the ryots.
3. Free removal of dry fuel for *bona fide* use by the villagers.

[AFD 182 FAF 67.]

By Order and in the name of the Governor of Mysore,

M. W. WINSTON, *Under Secretary.*